

FOUR EXPEDITIONS

Now Racing for the North
Pole and Glory.

THE AMERICAN LEADS

And With the Chances of Success in
Its Favor, Under the Dauntless
Peary, Who Turned the Point of
Greenland's Ice Mountains and Was
Only Defeated from Reaching the
Pole by Floating Packs and Open
Water—The Other Three Expeditions
Engaged in the Task.

The mania for arctic exploration seems to increase in virulence with each successive failure to reach that *ignis fatuus* of the geographers. At present there are four expeditions hemmed in by the ice in the frozen regions of the north, no matter what the results of those now in progress may be. Two of the expeditions that spent last winter amid the snows and ice of the polar region are American, one a Norwegian and the fourth is conducted under Russian auspices. The first place among these adventurous voyages belongs to Peary, now closing the fourth year of absence and isolation. Five years, indeed, have passed since Mr. Peary, upon the Chukkerling platform of the American Geographical Society after receiving its Cullum Geographical medal, promulgated to the society and thought it to the public his plan for the attainment of the pole, and almost four years have gone since he bade good-by to home and friends on his high and honorable quest. The work which he has already reported, and recorded upon maps, includes extensive explorations in western Greenland, the discovery of new land masses to the northwest of Greeley fjord, high peaks on the western and noble glaciers on the eastern slope of the divide, and a complete revision of the map of the Hayes sound-Buchanan bay country. Later has come the news of his still greater achievement, second only, Sir Clements Markham says, to the attainment of the pole itself, the rounding of the northern end of the Greenland archipelago in the spring of 1900, completely delimiting the outlines of that coast so long shrouded in mystery. The last word from Mr. Peary, in the spring of 1900, left him at Fort Conger after an arduous march of three weeks from his headquarters at Etah, at Foulke fjord.

Leaving historic Conger on April 15 with Henson, his colored man and a party of five Eskimos, Peary reached Black Horn cliffs April 24, where two of the natives were sent back; pushed on to Cape Britannia where two more were dispatched, and on May 8, about midnight, opened Lockwood and Brannard's "farthest north" cairn on Lockwood island. Pushing on past Cape Washington, Lockwood's "farthest seen," Peary turned the northern point of Greenland at 83 degrees and 27 seconds, and then took his departure directly over the sea ice for the pole. Baffled, however, at 83 degrees and 50 minutes by a disintegrated pack and ominous signs of open water toward the north, he returned to land and pressed eastward and southward, rounding the entire archipelago, coming in sight of the headland, which, eight years before, at Independence bay he had christened Navy cliff.

Resting dogs and men at the terminal of his advance, he retraced his steps practically along the same route, more than 160 miles beyond the earlier track of any human foot, and by the middle of June was again safely established at Fort Conger without the loss of a man, illness or accident worth speaking about. The following months were spent awaiting the arrival of the auxiliary ship, which did not come; in the muck o' hunt for the winter of 1900-1901 and in an unsuccessful attempt in April, 1901, to proceed due north from Cape Hecla, the Greenland route having been by the expedition of the year before, eliminated from the possibilities.

In a general way the distance of the whole journey from Cape Sabine to the pole is about 850 statute miles, but the first third is along a route well marked and thoroughly known, so that practically Mr. Peary's task is 500 miles over the sea ice and return. That he will accomplish this, of course, no man dares predict. Yet there are many circumstances upon which intelligent hope may be based. Eighty tons of walrus flesh, the best dog food in the world, were landed at Cape Sabine by the Windward last summer, and a fourth as much more at the Herschel bay camp by the Erik. Mr. Peary's purpose having been to subside the dogs at the latter place until the supplies there were exhausted and then to take them north to the main depot. His pack at the end of August numbered at least sixty strong, healthy animals, and these will be augmented by the very best of the tribe's, when they shall pay their spring visit to the explorer, now becoming as regular an incident in their annual routine as the return of the light. Unless, of course, the plague should break out among the dogs, as it did in 1894, there seems no reason to doubt that Peary will take the field with an exceptionally strong force.

Not only will it be necessary for him to subside the dogs on the land journey, but when he leaves the coast he must take sufficient stores for the whole task, homeward as well as outward, since there is no reason to expect that game of any sort can be captured upon the ice of the open sea. The disadvantage, however, in subsistence will, perhaps, be more than made up by the facility of travel and if conditions are favorable it is not unreasonable to hope that an average of twenty or twenty-five miles per day will be maintained and that when the expedition gets farther from the land ice conditions will improve and the last stages toward the pole will be easier than the first.

The Baldwin-Ziegler expedition is wintering in Franz Josef Land, with its ship, the America, formerly the Dundee whaler Requinax. The auxiliary Norwegian steamer Frithiof parted from the America August 15, 1901, in latitude 50 degrees 24 minutes north, longitude 30 degrees 22 minutes east, leaving an abundantly equipped and enthusiastic party. The Baldwin company has many appliances of which the practical value has yet to be demonstrated, among which are balloons with an automatic releasing device, which are expected to deposit records and reports as they may be impelled by the wind and currents of air so that it is by no means unlikely that the first information from the

arctic will come from the Baldwin-Ziegler expedition.

The latest word from Baldwin by the Frithiof, from his camp on Alger island, was: "I fully expect to raise the stars and stripes at the north pole July 4, 1902." Baldwin had with him forty-one men, of whom seventeen were Americans, the entire crew of the ship being Swedes, with six Russian dog drivers and helpers in the party. Captain F. J. Johansen, Nansen's comrade in his memorable retreat over the sea ice in winter in the hut on Franz Josef Land, is in command of the America.

While the attainment of the pole is the prime object of the Baldwin-Ziegler expedition, it expects to do valuable scientific work and has abundant equipment for that end. Meteorology, geodesy and photography are all in the hands of competent specialists, and three skilled physicians will not only attend to the health and sanitation of the party, but will bring valuable physiological data upon the effects of arctic environment.

Little is definitely known about the third expedition, that of the Norwegian Sverdrup, who was the navigator for Nansen when he essayed to reach the pole. Nothing has been heard from it for more than two years. Sverdrup, with Lieutenant Baumann as executive officer, entered Smith Sound in the summer of 1898, wintered in Rice strait, meeting accidentally with Peary and learning of the proximity of the Windward, and in August was joined by the Peary steamer Diana, which brought home mail and reports.

The Peary steamer Erik last summer could learn only that Governor Nilsen at Godhavn had in March seen a steamer in Davis strait heading north, which lent color to the theory that the Fram may still be in Jones sound endeavoring to work to the westward and possibly into the undiscovered country, either sea or land, to the northward. That there is any reasonable ground to expect a high nothing by the Fram in the Smith sound route does not appear. The situation is of sufficient doubt to cause some anxiety among the promoters of the Fram expedition, though they find comfort in the fact that Captain Sverdrup's last report in the summer of 1899 was that he had four years' provisions on hand. His surgeon, Dr. Svensen, died during the winter in Rice strait, but otherwise his entire company when last seen, in August, 1899, were in excellent physical condition.

Just what Sverdrup's work for the first year was his friends in Norway have not informed the world. There is some reason, however, to believe that they will at an early day do so, as the long continued absence of the expedition makes everything concerning it of more than ordinary interest.

It is not, perhaps, worth while to speculate too closely upon Captain Sverdrup's operations, though there seems to be no reason to believe that disaster has befallen him, since his ship is able to withstand extraordinary pressure, his supplies were abundant and if he had been forced to abandon the ship and take to the land it is hardly conceivable that with a well-disciplined force he would not have extricated himself and reached native settlements, where he could remain in safety and absolute comfort, so that much time might elapse before the world would learn the facts.

The fourth expedition from which scientific results of much moment will doubtless come is that of the Russian Baron Edward Toll, wintering on Sannikoff island, 77 degrees 30 minutes north, one of the Siberian islands, and at a point farther north than that of the destruction of De Long's Jeanette.

Baron Toll left St. Petersburg in the Norwegian whaler Sarga and worked his way eastward through the ice along the general lines of Nordenskiöld's Vega voyage. Adverse conditions prevented rounding Cape Chelyuskin, and the winter of 1900-01 was spent in Colin Archer port, discovered and named by Nordenskiöld, on the western side of the Taimyr peninsula.

During the winter the Nordenskiöld islands were explored and a coal station established at the mouth of the Yenisei, indicating that Baron Toll intends ultimately to return to the westward over his own track instead of pushing on to the eastward along that of the Vega, and emerge from the ice by way of Behring strait. It was not his intention to attempt to reach the pole, but rather fully to explore the lanes to the north of the Siberian coast. With a comrade it was his purpose to cross the Chelyuskin peninsula and at the last report, April 16, the entire party were in good health.

While Baron Toll is working at Sannikoff land a detachment will explore the New Siberian islands, the return of the expedition to St. Petersburg not being expected before the end of the season of 1902.

Two expeditions which have not yet taken definite form are outlined, one of them with practical certainty. Ronald Amundsen, navigator of the German ship Belgica in the antarctic, will next spring enter Hudson bay and establish a location for the definite determination of the north magnetic pole. Captain Amundsen, a hardy young Norwegian navigator who proved his skill in many critical emergencies in the Belgica's cruise, has given months to thorough study and training in the science of magnetism and will lead a thoroughly equipped and amply prepared expedition. He proposes to leave Christiania early in 1903 in a Norwegian steam sealer.

Another undertaking is that of the Canadian captain, J. E. Bernier, who proposes to enter the Behring strait and taking the ice further east than Nansen to drift as far as practicable toward the pole and then make over the ice the remainder of the distance. At last accounts the Canadian captain was in London seeking to raise the last third of the \$150,000 estimated for the cost of the expedition, the greater part having already been pledged by friends in the dominion.

A Swedish Finnish expedition, led by Lieutenant Ekstam and Dr. T. Allen, intends to visit the islands north of Stockholm next summer for zoologic and botanical observations, but the Banendahl East Greenland expedition appears to have been definitely abandoned.

Postal Savings Banks.

Advocates of postal savings banks are compelled to answer the objection that the placing of so much money in the hands of government officials would be a temptation to defalcation. During the past fiscal year the money order department the only loss was \$74, this amount being paid to a man who had the same name as the rightful owner of the order. Considering that this branch of the Government's business exceeds a million dollars a day, it will be hard to find any private business with such a clear record. There is no reason why the post-office department could not operate a postal savings bank with as little loss.

THIS MAN IS FROM CHICAGO.

He's Going to Introduce Monkeys as Farm Hands in the South.

Paul Kuntz, a Chicago man, who has extensive interests in the South, is now in Arkansas with a party of Northern capitalists, has a plan for the solution of the labor problem in the South. The remedy, says Mr. Kuntz, lies in the substitution of monkeys for negroes.

Thus far Mr. Kuntz's plans only look to the replacing of the negro by a monkey in the cotton-picking season. He says he knows monkeys and their capacities, and is confident that they can be so trained as to make the most efficient kind of cotton-pickers. They cannot only pick as well as the negro, but they can pick twice as much in a given time. There are other advantages attendant upon their employment. One is that they will not demand wages, and this item will be an immense advantage to the planter. Neither will they form labor unions, and the union principle that is gaining a foothold among the negroes is not encouraged on the big plantations.

Mr. Kuntz derives his knowledge of monkeys from observation of them in Africa, of which country he is a native. He is so well satisfied that they can be trained to do the work in the cotton fields that he now has a large consignment of them on the way from that country, which he proposes to employ on a cotton plantation which he owns. He says that his experience has demonstrated to him the satisfaction that the monkey can be trained to perform any kind of manual labor requiring skill and application. The work must not be too laborious, as the monkey has not the strength requisite for heavy labor.

Blame the Telephone.

It happened on the telephone the other day. "Give me 9-73-96," said the office boy. A slight pause followed.

"Hello," is that Mr. Brown's office?" "Yes, who is this?" "Mr. Jones. Ask Mr. Brown to come to the 'phone.' Another wait.

"Hello, Jones, how are you?" This from Brown.

"This ain't Mr. Jones. Wait a minute and I'll call him to the 'phone.'"

Scene shifts to Brown's office.

"Harry come and hold your ear here until Mr. Jones comes to the 'phone.'"

"Hello, this is Jones. That you Brown?"

"No, sir, but I'll call him."

Jones' office again.

"John, hold the receiver until you get Brown."

"Hello, Jones, old man. How are you?"

"That Mr. Brown? Well, wait a minute and I'll call the boss to the 'phone.'"

Mr. Brown hangs up the receiver and swears.

Mr. Jones comes to the 'phone and after calling "hello" several times gives up and does some talking of a lurid nature.

A bee will carry twice its own weight in honey or wax.

Fire losses in England amount 62½ per cent of all premiums paid.

The thirty four biggest estates in Britain average 183,000 acres apiece.

Champagne has 12.2 per cent of alcohol and gooseberry wine 11.8 per cent.

An Indian rubber tree gathered in Brazil averages sixteen pounds of juice daily.

Italy owns the three largest churches in the world—St. Peter's, Rome; the Duomo, Milan, and St. Paul's at Rome.

Since the foundation of the Alpine Club the death rate from mountain accidents has averaged less than 4 per cent a year out of five hundred members.

The Chinese pen from time immemorial has been a brush made of some soft hair and used to paint the curiously formed letters of the Chinese alphabet.

From Tomsk to Irkutsk, on the Siberian Railway, a distance of 932 miles, there is only one town deserving the name—Krasnoyarsk—with a population of 28,000.

A Connecticut tobacco grower says that Sumatra grown under cloth in New England had 20 per cent less weight of stems in a hundred pounds than the real Sumatra.

Exports of apples from the United States during 1901 amounted to 399,006 barrels, valued at \$1,751,394, against 370,575 barrels in the preceding year, valued at \$1,841,559.

Wasps may often be observed detaching from fences, boards or any old wood the fibres which they afterward manufacture into paper mache.

Brine springs flow under the town of Norwich, England. They have been there for centuries, and were used for the production of salt long before the Christian era.

Greenland and Iceland have the better of us in the way of trade. Last year we imported goods from those two countries to the value of \$82,533 and sold them only \$520 worth in return.

A French explorer has discovered on the west coast of Africa what he regards as the vainest people. They are the Pamen, a wattle tribe, whose main employment is the adornment of their persons, chiefly by means of tattooing.

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Ketcham, J. H., N. Y., Hamilton.
Kitchen, Claude, N. C., The National.
Kitchin, W. W., N. C., The National.
Kleberg, Rudolph, Tex., 214 N. Cap. st.
Klutz, T. E., N. C., The National.
Knapp, C. L., N. Y., The Normandie.
Knox, W. S., Mass., The Cochran.
Kyle, T. B., Ohio, The Hamilton.
Lacey, J. F., Iowa, Riggs.
Lamb, John, Va., The National.
Landis, C. B., Ind., Portlane.
Lanham, S. W., Tex., The National.
Lassiter, F. R., Va., The Gordon.
Latimer, A. C., S. C., The National.
Lawrence, G. P., Mass., The Cochran.
Lester, R. E., Ga., The Cairo.
Lever, A. F., S. C., 207 1st st n. e.
Lewis, E. B., Ga., The Metropolitan.
Lewis, R. J., Pa., 1010 H st n. w.
Little, J. S., Ark., 910 Mass ave n. w.
Lindsay, G. H., N. Y., The Ebbitt.
Littauer, L. N., N. Y., The Albany.
Littlefield, C. E., Me., The Hamilton.
Livingston, L. F., Ga., 1765 Madison at n. w.
Lloyd, J. M., To., 1757 Q st n. w.
Long, Chester I., Kan., The Driscoll.
Loud, E. F., Cal., The Cairo.
Lovering, W. C., Mass., 1824 Mass ave.
Maddox, J. W., Ga., The Metropolitan.
Mahon, Thad, Pa., Dewey.
Mahoney, W. F., Ill., The Raleigh.
Mann, Jas R., Ill., 1741 Q st n. w.
Marshall, T. E., N. D., The Cochran.
Martin, E. W., S. D., 102 B st n. e.
Maynard, H. L., Va., New Willard.
McAndrews, Jas, Ill., The Raleigh.
McCall, S. W., Mass., 1217 N H ave n. w.
McClary, J. T., Minn., The Regent.
McClellan, G. B., N. Y., 1445 R ave n. w.
McCullough, P. D., Ark., The Colonial.
McDermott, A. L., N. J., 1715 H st n. w.
McLachlin, James, Cal., 1302 Roanoke st.
McLain, F. A., Miss., The Varnum.
McRae, T. C., Ark., The Metropolitan.
Mercer, D. H., Neb., 1303 Roanoke st.
Metcalfe, V., Cal., The Arlington.
Meyer, Adolph, La., 1700 Q st n. w.
Mickey, J. R., Ill., 1330 Columbia road.
Miers, R. W., Ind., Riggs House.
Miller, Jas M., Kan., 1201 Q st s. e.
Minon, E. S., Wis., 49 D st s. e.
Mondell, F. W., Wyo.,